He could not, though he would, hide his light under a bushel. It shines through him as through an alabaster vase. He is too much of an angel among common men to be able quite to cover up his wings. If St. Simeon Stylites had come down from his pillar in the flesh, ne would certainly have carried it about him in spirit. He would have made some incidental reference to the "rain, wind, frost, heat, hall damp, and sleet and snow," which he had borne. He would have let his acquaintances know that it was no joke, whatever they might think, to stand twenty years on a pillar. The early riser is the Stylites of private life. He glories, even in secret, over his self-inflicted miseries; but, to extract from such recollections all the consolation which they can afford, it is necessary to share them with other people. is delighted to speak with authority as to the state of the weather between six and seven in

He brings in studiously unintentional references to his walks before breaktast, and he goes quietly to sleep after dinner as if he had carned a clear right to a little repose. Few people have strength of mind enough really to bear up against claims of this kind. Eadicals, who say, perhaps very sincerely, that a man's a man for a' that, sometimes betray a perceptible awkwardness in the presence of a lord. No one will admit that mere wealth has any claims to respect; yet we somehow feel an instinctive deference towards as a constitute of the contraction of the contr deference towards a man with a good balance at his banker's, of which we are not conscious towards his neighbor, who lives from hand to month. In the same way, few people really dare to dispute the merits of a man who gets up at six in the morning; he has accumulated balance of solid virtue which gives an undethat he does not crush you to the earth with a

fined weight of respeciability to his actions. It appears to be merely due to his benevolence sense of moral interiority. And yet, if we could only venture to make a stand, perhaps we might find that this claim is so imposing only because it has not been critically tested. Early rising is, to a considerable xtent, a proof of imperfect civilization. In the East, everybody is up with the sun; as, for ob-vious reasons, laboring men are compelled to be here. But the invention of candles, and the change from physical to intellectual labor, have altered all the conditions of life. The evening hours are now superior in almost every respect to those of the merning. In a social point of view, it is unnecessary to demonstrate that no man can enjoy society before breakfast. If it were often possible for friends to gather at that time, as they do at certain baths to drink the waters, the consequence would be disastrous; for nature has implanted in the human breast a quarielsome, captious, and ill-humored spirit, which is always predominant during the first hours of the day. Strictly speaking, man does not become a social being until breakfast, even then the instinct exists in a very modified form; many people read the news-paper at breakfast; but no one could be brute enough to read it at duner. In those barbarous times when dinner took place about midday, supper was the really sociable meal, which has been gradually superseded by the onward movement of donner. From all this it follows that a man's social tendencies are almost always in the inverse ratio of his propensity to early rising. When Casar remarked, "Let me have men about me that are fat, sleek-headed men, e evidently meant to condemn, not the unfortunate beings who may be physically lean, but the restless temperament which leads to early rising, self-conceit, discontent, and conspiracy. If people who get up prematurely and disagreeable, and even dangerous, in a social point of view, they will equally fail to justify themselves on inwill equally last to justify themselves on in-tellectual grounds. Those who delight in always firing off small prudential maxims of the "early to bed, early to rise" variety, generally denounce the practice of study at night. But here, again, the assumption seems to be gratuitous. The early riser descends every morning into a partial chaos: fires are smoking and green wood sputtering; every house is haunted by unkempt servants with dusters and shovels, going through the hateful process of putting things in order; the world is slowly getting under way, and the machinery moves at first with slow lerks and creaks, and raising clouds of dust. It is absurd to suppose that such an atmosphere of discomfort can be more favorable to mental labor than the harmonious quiet of the evening, when a man may intrench

to the quiet of the country, and when all the

knows the superiority of the evening over the morning cigar; which proves that a philosophi-

cal and contemplative frame of mind is far more easily attained at the end than at the be-

ginning of the day, a mental attitude of serene meditation being essential to intelligent smok-ing. It is true that a man's powers may be supposed to be fresher and less exhausted in the morning; but, as a rule, this advantage is

counterbalanced by the diminution of restless

ness and uritability, and the greater power of concentration, produced by the evening calm-

ness. A man may possibly write novels before

breakfast with success, because it is necessary that his sensibility to external impressions should be as lively and fresh as possible. He

may of course do anything that comes under

the name of business most effectively in the middle of the day. But he can hardly be a metaphysician till past 12 at night, except on

peril of setting down all metaphysics as folly Some detractors might, it is true, observe that

this is because metaphysics are improved by

the haziness of outline congenial to a mind which is too tired to be quite steady in its per-

ceptions, but it is doubtless really owing to the

fact that they require sustained and undiverted

attention. Now such attention is impossible, so long as the meditator may be exposed to the

cries of milkmen or barrel-organs; the dull

steady sound of late carriages is rather favora-ble than otherwise to profound reflection. We

poses, the evening hours have a distinct superi-

therefore consider that, for almost all

ority over the morning for the civilized part of mankind, whose pursuits do not require light, and who know the use of gas and candle-For those who have to labor in the fields or workshops, or to get their living by hunting, like savages, there are obvious advantages about making the most of the daylight. Now hilosophers have remarked that an instinct, ike a physical organ, often survives after its original function has become unimportant. Animals retain rudimentary claws or wings which have become perfectly useless, as a legacy from their remote ancestors; a dog still legacy from their remote ancestors; a dog still turns limself three times round before he hese down, because his great, great-grandfathers did so in the days when they were wild beasts rosming among long grass; and every tamed animal preserves for a time certain instincts which were only useful to him in his wild state. The sentiment about early rising is such a traditionary instinct, which has wandered into an era where it is not wanted. A man who got up two bours after the sun, in the middle ages, had doubtless, as a rule, wasted two hours; and the same would be true of a bricklayer at the present day who should begin his work at eight instead of six. It is right and natural that such proofs of laziness should be marked

with a certain stigma. But it is too bad that cultivated beings should go on quoting at us their little hoard of maxims, which at best are gross anachronisms, as though they were eter-nal truths; and that even the most modest of men should go about ranning over with ill-concealed complacency, because they have arranged their day on an obsolete hypothesis. If a man comes down a lew minutes late, they covertly or openly twit him with laziness; but they would be as much shocked if the same charge were retorted upon them for going to charge were retorted upon them for going to bed prematurely, as a preacher of charity is sometimes shocked at being called uncharita-ble; it is true, he objects to his ene-mies as much as they object to him, but that is because his enemies are in the wrong. It, however, we should be disposed to grant that there is really something in the claim which early risers put forth so pretentiously the virtue of activity, we should still wish to know why it is of so specially offensive and aggressive a type. Why must they be always dashing it in our faces, and giving thanks at every turn that they are not as other men? Why should an early riser walk through the world wrapped in an invisible cloak of moral pre-eminence? After all, we are fellow-creatures, even if we are too fond of our bees in the moral proper. the virtue of activity, we should still wish to he morning. The most rabid of the sect must admit that a man is not necessarily a drunkard or an abandoned slave to his passions because he does not get up at six o'clock; and yet, while mixing with the outer world, they always contrive to make it felt that all but themselves are more or less publicans and sinners.

An explanation of the abnormal development of self-esteem to which this and some other second-rate virtues give rise, may perhaps be found in the very fact of their sualliess. A man who has performed some great, and heroic action is bound in nonor not to boast of it; may generally assume, too, that other people will be sufficiently disposed to recognize his claims without requiring them to be put ob-trustively forward; but the family of petty virtues to which early rising belongs-puntuality, order, etc.-require some additional induce-ments for their practice. They are not amiable qualities. Nobody loves a man the better for always remembering that procrastination is the thief of time, that a stitch in time saves nine, and that a penny saved is a penny got; on the contrary, we are rather apt to consider him as a standing insult to us for our own defi-ciencies in those respects. It is, therefore, provided as a natural compensation, that they should give rise to a disproportionate amount of self-satisfaction. As a man gets up thanks from anybody else, and feels that the virtue is one which will gain its whole reward in an extra share of material prosperity, he tries to make up the difference by constant contempla-

tion of his own excellence. The character which embedies all these characteristics in the highest degree is generally known by the name of a good man of business. That title, which sometimes implies very useful qualities, is not seldom applied to merely nega-tive virtues. It is applied to a man who ties up all his letters in red tape, never misses a train, and always answers by return of post. It may also imply a sound judgment. But a large num-ber of those who claim it are merely remarkable for their habit of going through all the forms of extreme precision and carefulness, Such men are generally more concelled than any other class of meritorious citzens. They look down with a contempt sometimes affable and sometimes simply arrogant, upon any one whom they fancy to be less of a walking ledger than themselves. Fortunately, this is a kind of conceit which can seldom and opportunities for display in private life. The one virtue of the bundle which go to form the character is capable of making itself so offensive that it is just as well that we have, as a rule, to search countinghouses or lawyers' offices for full-blown specimens of the whole. Early risers are so capable of trampling us under foot, on the strength of that one qualification, that, if arrayed in ail the virtues of the complete man of business they would become unbearable.—London Satur-

WHISKY, BRANDY, WINE, ETC. CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it there is no alcoholic stimulant known commanding suck each material to me such high sources:

PHILADRIPHIA, September 3, 1888.

We have carrially tested the sample of CHENNIT GROVE WHISKY which you send us, and fine that it contains none of the Poisonous substance known as execution of the whiskies in general use.

BOOTH, GARRETT & CAMAO, Analytical Chemists

New York, September 3, 1839, I have snaiyzed a sample of CHESNUT GROVE WHISKY received from Mr charles Wharton, Jr., I Thinace phia: and having carefully tested it, I am pleased to state that it is entirely free from Poisonou or the lightest substances. It is an unusually pur and fine at vired quality of whisky.

JAMES R. CHILTON, M. D., Analytical Chemis

Boston, March 7,1859 i have made a chemital analysis of commercials amples of CHESNUT GROVE WHISKY, which provests the free from the heavy Fusil olds, and perfectly pure an unadulterated. The fine diagon of this whisky is derive from the grain used in manufacturing it.

Respectfully. A. A. HAYES, M. D.

Respectfully, A. A. HAYES, M. D., State Assayer, No. 16 Boylston street. For sale by parrel, demilions, or bottle at No. 225 Norm THIRD Street Philadelphia. 43

himself in perfect repose, without a fear of in-terruption; when even London approximates M. NATHANS & SONS IMPORTERS discordant elements of the day have more or less shaken into their places. Every smoker

OF BRANDIES, WINES, GINS,

Etc. Etc. No. 19 North FRONT Street. PHILADELPHIA.

HORACE A. NATHANS, ORLANDO D. NATHANS. FRED. BALTZ & CO.,

IMPORTERS OF WINES, GINS, Etc. SOLE AGENTS FOR

Riviere, Cardat & Co.'s COGNAC.

No. 116 WALNUT STREET, PHILADELPHIA.

CHAMPAGNE.

Just received, in bond and store, a new Champagne

EUGENIA, far superior to most of the Wines now in use in this country. Imported exclusively by the subscriber. Also on hand (and the only place where it can

be procured in this city) the very celebrated South ANGOSTURA BITTERS. GEORGE M. LAUMAN,

No. 128 S. NINTH S reet. CREAT SAVING OF TIME.

LABOR, AND MONEY. FLANDERS' PATENT

PORTABLE CYLINDER BORING MACHINE Marine and Stationary Engines, Blast Cylinders

Pumps, and Corits Valves bored out without removing them from their present positions.

THE EYE AND EAR.

DEAFNESS, BLINDNESS, THROAT, LUNG, AND CHEST DISEASES CATARRH AND ASTHMA,

Disordered Functions of THE DIGESTIVE ORGANS MOBBOD AFFECTIONS OF THE LIVER. WEAKNESS OF NERVES, AND GENERAL DECILITY OF THE WHOLE SYSTEM. Treated with unprecedented success by

DR. VON MOSCHZISKER.

No. 1031 WALNUT Street. The following GENTLEMEN, who have lately been cured more the treatment of Dr. VON MON REINER. R.E.R. have kindly permitted blue to ever to them, and they would great been restimony to the amount of ENEVIT derived from his TREATMENT:

T. B. NCCRES RY, L.G., No. 200 Wainut street.

— SEOEMAKIR, L.S.G., No. 253 Wainut street.

ALAN WOOD, Jr., E.G., No. 519 Arch street.
C. J. LOLLOWAY, F.S.G., No. 505 Market street.
J. COOPER, E.G., No. 5 North eventh street.
J. COOPER, E.G., No. 5 North Front street.
J. COOPER, E.G., No. 5 North Front street.
Dr. DAVIDSON, N. W. corner of North and Chesnut streets.

General KILBURN, U. S. A., Girard street, T. W. - WEENLY, Esq., U. S. Assessor of the Second HARY, Esq., President of the Nineteenth Ward

Public Schools.

Rev. S. G. HARE. Philadelphia Conference.
Eundreds of other names, all persons who would be careanly conscientious to whom they would permit the industrent of their forms can be examined at his OFFICE, No. 1631 WALNUT Street.

THE ATOMIZER. Dr. VON MOSCHZISKER asserts with the utmost confidence that his system of treating Laung. Theoart, Chest Diseases, Cataler, As HMA. and all malagues of the digositive organs, by the use of the Alonizer, is the only reliable one. Since the introduction of this system cases have been brought to his office. No 163 W. LNUT Street in which every other possible means have been trulitiestly employed, but readly yielded to his treatment. The ATOMIZER is an Aliparatus constructed on scientific principles, which by a mechanical arrangement, either by atmospheric pressure or steam, converts aby medicine into a fine LPRAY, and readly conveys it had the BRONCHAL JUBES of LUNGS, with the RESPIRATORY CURRENT. The medicines submitted to the action of this APPARATUS lose nothing of their CHESICAL VALUE, as in other preparations, but are received into the RESPIRATORY.

STRENGTH. VON MOSCHZISKER asserts with the utu

STRENGTH.
SURGICAL OPERATIONS ON THE EYE.
ALL SURGICAL OPERATIONS on the Eyes, such as
Catagact, Artificial Pupil, Cross Eyes, etc., skilled by

MISCELLANEOUS. FITLER, WEAVER & CO., MANUFACTURERS OF Manilla and Tarred Cordage, Cords

Twines, Etc., No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, EDWIN II. FITLER, MICHAEL WEAVER, CONEAD F CLOTELER. 214

912 ARCH STREET.—GAS FIXTURES. O12 ARCH STREET. — GAS FIXTURES, — VANKIEK & CO, would respectfully direct the ariention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and OKNAMENTAL BRONZE WAEFS. Those wishing handsome and thoroughly made Goods, at very reasonable prices will find it to their advantage to give us a call before purchasing elsewhere. where, N. B.—Solled or tarnshed fixtures refinished with special care and at reasonable prices, 846m VANKIBK & CO

GEORGE PLOWMAN, CARPENTER AND BUILDEP

No. 232 CARTER Street And No. 141 DOCK Street,

Machine Work and Millwrighting promptly attends

C O R N E X C H A N G E

BAG MANUFACTORY.

O H N T. B A I L E Y & O

N. E. comer of MAILE I and WATER Stree s.

DEALERS IN BAGS AND BAGGING DEALERS IN DAMS AND
OF EVERY GENERAL STREET, FOR LIME, BONE
Grain, Flour, Sait. Super-Phosphate or Lime, Bone
Dust, Etc.
Lurge and small GUNNY BAGS canstantly on hand
222 51
Also, WOOL SACKS.
JAMES CASCADEN.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES,

No. 27 NORTH WATER STREET, PHILADELPHIA, 22 ALEXANDER G. CATTELL ELIJAW G. CATTELL

COTTON AND FLAX
SAIL DUCK AND CANVAS,
of all numbers and brands.
Tent Awning, Trunk, and Wagon-Cov. Duck, Also
Paper Manniacturers' Drier Feits, from one to seven
feet wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN & Co.,
No. 103 JONES' Alley. No 103 JONES' Alley,

W I L L I A M S. G B A N COMMISSION MERCHANT, NO. 33 S. DELAWARE Avenue, Philadelphia, AGENT FOR

Dupont's Gunpowder, Refined Nitre, Charcoai, Etc.
W. Baker & Co 's Chocolate, Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts, and Nalis

INTERNAL REVENUE.

IN ITED STATES REVENUE STAMPS

PRINCIPAL DEPOT.

No. 304 CHESNUTStreet.

CENTRAL DEPOT.

No. 103 South FIFTH Street,

ONE DOOR BELOW CHESNUT

ESTABLISHED 1862.

on hand in any amount. Orders by Mail or Express promptly attended to. United States Notes, Drafts on Philadelphia, or New York, or current funds received in payment,

Revenue Stamps of every description constanti

Particular attention paid to small orders. The decisions of the Commission can be consulted. and any information regarding the law cheerfully

The following rates of discount are allowed:-

ON ALL ORDERS OF \$25,

TWO PER CHAT, DISCOUNT

ON ALL ORDERS OF \$100, THREE PER CENT. DISCOUNT.

ON ALL ORDERS OF \$300, FOUR PER CENT, DISCOUNT.

All orders should be sent to the

STAMP AGENCY.

No. 304 CHESNUT Street. PHILADELPHIA.

RAILROAD LINES.

R A D I N G R A I L R O A D
CHOM PHILADELIBIA TO THE INTERIOR OF TENNSYLVANI, THE SCHUYLRILL, SUSQUE
HANNA, COMERCIAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS
SUMMER ARBANGEMENT OF PASSENGER
Leaving the Commany's Depot, at THIRTEENTH aw
CALLOWHILL Streets Philadelphia, at the follow in
BOURS:—

Callow Hill. Streets Philadelphia, at the follow in hours:—

MORNIN: ACCOMMODATION,

At 7:30 A. M. for Reacing and intermediate Statio

At 8:15 A. S. for Reacing and intermediate Statio

At 8:15 A. S. for Reacing and intermediate Statio

At 8:15 A. S. for Reacing and intermediate Statio

At 8:15 A. S. for Reacing and intermediate Statio

At 8:15 A. S. for Reacing. Lebanon, Harrisburg. Pot ville. Timesrove Tamagha. Sambury. Williamspot Findra, Rochester Niasara Fairs, Buffalo: A lemow Williamspot Findra. Rochester Niasara Fairs, Buffalo: A lemow Williamspot etc. etc.

This train connects at READING with East Pennsylvania Halirona trains for Allentown, etc. and the Leban in Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Reilroad trains for Williamspoth, Lock Enven. Findra etc.; at HARRIS-BUIG with Northern Central Cumberland Valley, and Schuylkill and Susquehania trains for Northumbet land, Williamspott, Lock Enven. Findra etc.; at HARRIS-BUIG with Northern Central Cumberland Valley, and Schuylkill and Susquehania trains for Northumbet land, Williamspott, Lock Enven. Findra etc.; at HARRIS-BUIG with Northern Central Cumberland Valley, and Schuylkill and Susquehania trains for Northumbet land, Williamspott, Lock Enven. Findra etc.; at HARRIS-BUIG at Commodation.

Leaves Philadelphia at 3:28 P. M., for Reading and Celumbia Haliroad trains for Columbia, etc.

EEADING ACCOMMODATION.

Leaves Reading at 7:56 P. M.

Trains for Philadelphia at 8:50 P. M.; arrives in Reading at 7:56 P. M.

Trains for Philadelphia leave Harrisburg at 2:10 P. M. Potswille at 2:45 P. M., arriving in Philadelphia at 5:50 P. M.

ARRISBURG ACCOMMODATION.

ARRISBURG ACCOMMODATION.

t 645 P. M. PARRISBURG ACCOMMODATION,
Leaves Meading at 730 A. M. and Harrisburg at 416
P. M. Connecting at Reading with Atternoon Accomposition south, at 640 P. M., arriving in Philadelphia 10 P. M. harden as the second of the control of the

out change.
A mall train for New York leaves Harrisburg at 2:10 P M. Mai train for Barrisburg leaves New York at 12 M. Schuyl, Kill. Valley RailEoad.
Trains have Postsville at 7 and 11:30 A. M., and 7:15 P. M. foruring from "smagua at 7:25 A. M. and 1:40

P. M. INTERING From "smisqua at 750 A. M. and 140 and 415 P. M.
SCHUYLKILL AND SU-QUEHANNA RAHLROAD.
Trains leave Auburn at 750 A. M. for Pinegrove and Barristurg, and 150 P. M. for Pinegrove and Tremont, returning from Harristurg at 3 20 P. M., and from Tremont at 735 A. M. and 525 P. M.
Through first-class jekets and emigrant tekets to all the principal points in the North and West and Canada. The cliewing tickets are obtainable only at the office of S. DRADFOED. Treasurer, No. 227 S. FOURTH Street, Philadeiphia, or of G. A. NICOLLS, General Superintendent, Reaging:—

street. Philadelphia, or of G. A. Alcolles, superintendent. Beneding:

COMMULATION TICKETS

At 25 per cent. discount, between any points desired, for the files at d firms.

MILEAGE TICKETS,

Cood for 2000 miles, between all points, \$52.59 each, for families and firms

SEASON TICKETS,

Line of twelve months, for holders

SEASON TICKETS,
only, to all points at reduced raises
Residing on the line of twelve months, for holders
CLERGYMEN
Residing on the line of the toad will be furnished cards
entitling themselves and wives to tickets at hall fare.
EXTURSION TALKETS
From Philadelphia to principal surlens, good for 8a
turday, Sunoay, and Monday, at reduced fare, to be had
only at the Ticket Office, at THESTEENTH and CALFREIGHT.—Goods of all descriptions forwarded to
all the above points. From the Company's new Freight

FREIGHT.—Goods of all descriptions forwarded to all the above points. From the company's new Freight Depot, BROAD and WHI LOW Streets.

FREIGHT TRAINS
Leave Philadelphia Gaily at 5 59 A. M., 12 45 noon, and 6 P. M., for Keading, Lebanon, Barrisburg, Pottsville Port Clinton, and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

815

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILHOAD.
On and after WEDNESDAY, May 16, 1865, FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 35, 4, 5, 55, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 73, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 43, 6, 64, 7, 8, 9, 16, 11 P. M.
The 8 25 cown train, and 35; and 5% up trains will no stone on the Germantown Bermach. The 8 25 cown train, and 3% and 5% up trains will no stop on the Germantown Branch.

Leave Philadelphin 9:10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Cermantown 8 A. M., 1, 4, 6%, 9% P. M.

Leave Philadelphin 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, and 11 P. M.

Leave Chesnut Hill 7:20 minutes, 8, 940, 11:40 A. M.

1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

Leave Philadelphin 9:10 minutes A. M., 2, 5, and 8 P. M.

Leave Philadelphin 9:10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:41 minutes A. M., 12:40, 6:40, an 9:25 minutes P. M.

Leave Chesnut Ellit 7-4) minutes A. M., 12-40, 6-40, an 9-25 minutes F. M.
FCR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 12-4, 12-5, 62-8, 8-5 minutes, 11-05 A. M., 12-4, 12-5, 62-8, 62-8, 62-8 minutes, 11-05 A. M., 12-4, 12-5, 62-8, 12-8,

M. P. M.

ON SUNDAYS.

Leave Philadeiphia 9 A. M., 25, 4, and 7 M. P. M.

Leave Manayunk 7 M. A. M., 13, 6, and 9 S. P. M.

W. E. WILSON, General Superintendent,

[Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.-Depot THIRD Street, above Thompson. For BETHLEHEM, DOYLLSTOWN, MAUGE CHUNK, EASTON, WILLIAMSPORT, and WILKES. BARRE. At 730 A. M. (Fapress), for Bethlehem, Allentown Manch Chunk, Hazleton, Williamsport, and Wilkes barre.
At 3:30 P. M. (Express) for Bothlehem, Easton, etc reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauc. Chunk.

At 515 P. M., for Bethlehem, Allentown, Mauce Chang.
For Doylestown at 8-35 A. M., 2-36 and 4-15 P. M.
For Fort Washington at 16 A. M. and 11 P. M.
For Lanschie at 6-15 P. M.
White cars of the Second and Third Streets Line City
Passenser Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6-25 A. M. and 12-25 Noon, and
515 P. M.
Leave Lanschie at 6-60 A. M., 3-15 and 8-36 P. M.
Leave Lanschie at 6-60 A. M., 3-15 and 8-36 P. M.
Leave Fort Washington at 10-50 A. M., and 2-15 P. M.
Leave Fort Washington at 10-50 A. M., and 2-15 P. M.
Philadelphia for Bethlehem at 3 A. M.
Philadelphia for Doylestown at 2-30 P. M.
Doylestown for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 4-30 P. M.
Through Tickets mast be procured at the ticket offices.
THIRD Street, or BEBKS Street.
S21

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), commencing TUE SDAY, August :8: 1866
8 A. M. Mail. for Bridgeton, Salem, Millville, and all 8 A. h. Mail. for Bridgeton, Salem, Millville, and all intermediate stations.
3 P. M. Biall for Cape May, stopping at Woodbury and Glassboro, and all stations beow Glassboro. Due at Cape hav, 760 P. M.
3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M. Woodbury Accommodation.

Freight will be received at Second Covered Wharf below Walnut street, from 706 A. M. until 5:00 P. M. That received before 9:00 A. M. will go through the same day.

That received belofe 9 to A. M. will go through the same day.

Preight belivery, No. 228 S. DELAWARE Avenue.
The West Jersey Fapress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office, No. 5 WALNUT Sticet Philadelphia.

RETURNING TRAINS.

Leave Cape May at 800 A. M., wail, stopping at all Stations on C. M. & M. B. R. and Vineland, Glassboro, and Woodhury. Due 11 37 A. M. and 3 50 P. M. Leave Sridgeton, 7 15 A. M. and 3 50 P. M. Leave Ridgeton, 7 15 A. M. and 3 50 P. M. Leave Milville 655 and 844 A. M. and — P. M. J. VAN RENSSALAER, Superintendent, West Jersey Salem, and Cape May, and Milville E. Rs

1866-PHILADELPHIA AND ERIE RAIL, ern and Northwest Counties of Pennsylvania to the city of Erie, on Lake Eric. It has been leased and is operated by the Pennsylvania Railroad Company.

IME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Fastward-Eric Mail Train, 7 a. M.; Eric Express Train, 1 P. M.

Leave Westward-Eric Mail, P. M.; Eric Express Train II M. Leave Westward-Eric Mail, P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Ex
press trains both ways between Philade, phia and Eric.
NEW YORK CONNECTION.
Leave Kew York at 9 A. M., arrive at Eric 9-30 A. M.
Leave Eric at 4-5 P. M., arrive at Eric 9-30 A. M.
Leave Eric at 4-5 P. M., arrive at Eric 9-30 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner THIETIETH and Market Streetz Phila.
And for freight business, of the Company Agents, R.
B. Kingston, Jr., corner Thirteenth and Market streets
Philadelphia: J. W. Reynolds, Eric; William Brewn,
Agent S. C. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWINNER, General Ticket Agent, Phila.
A. L. TYLLER G. cral Sup Williamsport.

RAILROAD LINES.

HILADELPHIA, WILMINGTON, AND BAL
TIMORE EALEROAD.

(commencing MONDAY, July 2, 1866. Trains will
lea & lepot coiner of BROAD Street and WASHINGT. N Avenue, as follower—
Express train at 4 15 A. M. (Mondays excepted), for
Bettimore and Washington, stopping at Cheste, Wilnington, Newark, Likk, a Northeast, Perryville, Havre,
de Grace, Abordeen, Perryman's, Magnotia, Chass's and
Stromer's Run
Way Mail Train at \$15 A. M. (Sundays excepted), for
Bettimore, stopping at all regular stations between Phiincelphia and baltimore,
Delaware Railroad Train at \$ A. M. (Sundays excepted, for Princess Anne, Milliord, and intermonals
is across Train at 1145. A train at H 45 A. M. (Sundays excepted), for a timore and Washington.
Express Train at 3 P M. (Sundays excepted) for batteries and Washington, stopping at 1 bester, Clarkmost Minington, Newars, Elkton, Northeast, Perryvile issue de Grace, Aberdeen, Perryman's, Edgewood Magiolia, Chase's, and Stemmer a Rua 4 Math Express at 11 P. M. for Baltimore and Washington. ton.

**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For ress Mon
**sisencers by Boat from Baltimore for For For Ress Mon
**sisencers by Boat from Baltimore for For Ress Mon
**sisencers by Boat from Baltimore for WILMINGTON ACCOMMODATION TRAINS, tepping at all Stations between Philadelphia and Wit-Stepping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 9 A. M., 12:39, 4:39, 8 and 11:39
P. M. The 4:30 P. M. train connects with iselaware
Radicrod or Harrington and intermediate Stations,
1 eave Wilmington at 8:39, 7:15 and 9:30 A. M., 4 ann 6:30
P. M. The 7:15 A. M. train will not stop at stations
Trains for New Castle leave Philadelphia
Trains for New Castle leave Philadelphia at 9 A. M.,
4:30 are 5 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Chieffer at 728, 7:58, 10:14, and 11:30 A. M., 4:43
5:40, 7:26 and 10:36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Chester at 728, 7:58, 10:14, and 11:30 A. M., 4:43
5:40, 7:26 and 10:36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:5A M., Wavemail 9:20 A. M.,
Express, 1:10 P. M., Express, 6:35 P. M., Express
P. M. M. Ex

Express. 1-10 P. M. Express. 6-35 P. M., Express 8-25 P. M., Express 8-25 TRAINS FOR BALTIMORE
Leave the crist 4-40 and 8-51 A. M., and 3-38 P. M.
Leave Wilmington at 5-23 mm 9-33 A. M. and 4-15 P. M.
Freight Trains with Passenger Cars attraced will leave
as to lower—Wilmington for Fortyville and intermediate
stations at 6-65 P. M. Baltimore for Havre-de-Grace and
intermediate stations at 4-45 P. M. Perryville for Wilm-buton and intermediate stations at 4-20 A. M. connecting at Wilmington with 7-15 A. M. train for Philse phin.

e-phin.

SUNDAY TRAINS.
F xpress Train at 4/5 A. M. for Haltimore and Washington stopping at a bester, Wiminaton, Newark, Elkion, Nor heast Perryville Havre-de-Grace, Aberdeen, Perr man's, Magno in, Casse's, and Stemmer's Hum. Night Express 11 P. M. for Ballunore and Washington Accommodation Train at 11-36 P. M. for Wilmington and intermediate stations.

Leave Paltimore at 8-25 P. M. scopping at Havre-de-Grac, Perryville, and Wimmigton. Also stops at Elkion and Newark (to take passengers for Philadelpaia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Tram from Wi mington for Philadel phis and intermediate stations at 5 % P. M. 4 16 R. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Palacelphia and Trenten Railroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will

ns follows, viz:-At 5 A. M., via Camden and Amboy, Accomu oda At 82 M. Via Cameen and Jersey uty Express. 366
At 82 M. Via Cameen and Ambey Express. 366
At 6 P. M. via Cameen and Ambey Accommedation 225
At 6 P. M. via Cameen and Amboy Accommedation 225
At 6 P. M. via Cameen and Amboy Accommedation 225 1.60 M. 2 and 5 P M., for mount Holly, Ew Femberton, and Vincentown. At 5 A. M. aud 2 tor Freehold, d 16 A. M., 12 M., 4, 5, 6, and 11 20, F. M. tor Fish Primyra, Riverton Progress, Delanco Edgewater, Eurington Florence, Borden-c. The 0 A. M. and 4 P. M. lices run green hrough to Trenon.

NES FROM KENSINGTON DEPOT WILL LEAVE.

11 A M. 4 30. 6 45 F. M., and 2 F. M. (Night) via

Kensington and Jersey City Express Lines, fare \$400.

1 the 6 45 P. M. Line will run daily. All others Sundays excepted.

1 730 and 11 A. M. 3 330 430, 5 and 6 45 P. M. a d 5 10 lights for Bristol. Trenton, etc., 17 and i0 15 A. M. 12 M. 3 4.5 and 6 P. M. for Cornwell's Torrisdate Holmesberg, Tacony, Wissinoming, Briaceburg, and Frankjord, and at 15 15 A. M. or Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg and internediate stations. burg and intermediate stations.

47:30 A. M. and 3:39 P. M. for Ningara Falls, Buffalo,
Dunkirk Canandaigua, Elmira, Ithaca Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend,
Moutrose Wilkesharre, Scranton, Shoudsburg, Water
Gap, Relyidere, Laston, Lambertville, Flemington
etc. The 3:30 P. M. Line connects direct with the train
leaving Easton for Manch Chunk, Allentown, Bethe
hem, etc. hem. etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD,

SUMBER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets which is reached by the cars of the Market Street Passenger Hallway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Trains.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will car for and deliver Baggage at the Depot, Orders left at the Office, No. 651 Chemut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ. :-

REIGHT LINES FOR NEW YORK AND connecting Religious. In Camben and Amboy and connecting Religious. In Camben and Amboy and The Camber and Amboy Reight Lines for hew fork will leave Walnut Street What at a o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day. o'cicca P. M. Gaily (Bundays excepted).
Freight must be delivered before 4% o'clock, to be forwarded the same day.
Returning, the above lines will leave New York at 12 noon, and a and a P. M.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amnoy Railrond; also, on the Belvidere. Delaware and Flemington, the New Jersey, the Freehold and Jamesburg and the Burington and Mount Holly Railroads, received and forwarded up to 1 P. M.
The Belvidere De aware Reliroad connects at Phillipsburg with the Lehigh Valley Bailroad, and at Manunkachunk with all points on the Delaware, Lackswanna, and Western Railroad, forwarding to syracuse, Buffalo, and other points in Western New York
The New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A silp memorandum, specifying the marks and numbers, shippers, and construess, must, in every mistance, be sent with each load of goods, or no receipt will be given.
N. B.—Increased facilities have been made for the

N. B.—Increased tacilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more, it will be delivered at the foot of Fortich street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shippers. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia

ORANGE AND ALEXANDRIA BAILROAD. On and aner MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsylle with Virginia Central Rall road trains to and from Richmond as follows:—

Leave Washington daily (bunday excepted), at 6.45 A. M., and strive at Lynchburg at 5.6 P. M.

Leave Lynchburg at 7 A. M. and strive at Washington at 5.26 F. M.

Leave Lynchburg at 7 A. M. and strive at Washington at 5.26 F. M.

Express Thain.

Leave Washington delly (including Sunday) at 6.05 P. M.

Leave Washington delly (including Sunday) at 6.05 P. M.

Leave Lynchburg at 6.00 A. M.

Both trains making close councetions at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night rains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairax, Buil Run, Manassan, Bristone, Catlett's, Rappahsanock, Culpoper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore and at the classes of the road in Washington P Lalexandsia!

W. H. McCafferty,

MEDICAL.

ERENCH MEDICINES IN VOGUE GRIMAULT & CO.

Chemists to his Impersat Highwess Prince Napoleon, 47 Rue Richelleu Paris.

NO MORE CONSUMPTION. GRIMAULT'S SYRUPOF HYPOPHOSPHATE & LIME For all I issues of the Chest this Medicine is invaluable, it is largely used at the 'taken Prox' do Property of the PiTAL in Lendon, for Consumption, and genera it approved by the Lending arcaical weurand and in

NO MORE COD LIVER OIL.

GRIMAULT'S SYRUP OF IODIZED HORSE-RADISH This Syrup is employed, wil't be greatest success, in place of con Liver Oil to which it is minitally superior. It cares discusses of he chost, servin a lymphatic disorters resulting the serving the blood, and is, in a word, the most powerful deputative known it is, a ministerie with the greatest efficacy to young children, subject to humors or obstruction of the glands.

Chi dren, subject to humors or obstruction of the glands.

NO MORE FOVERTY OF THE BLOOD AND PALE

DR. LERA "PROSPITA E OF IRON

This new forrugnous medicine convains the elements
of the ulocd and bones and IRON in a qualid state. It
is efferent from all hitherto offered to the public, is
licuid colorless, and tasteless. It speedily oures

UHLOROSIS.

PAINS IN THE STOMACH.

DIFFICULT DIGESTION.

DYSMENORRHEA ANEMIA.

The major dry of the cademies of Medicine of Paris,
recommend the Phosphase of Iron to Laders of delicate
constitution, suffering from Anemia and all other persons targued from over analety, nervous omotions overwork, reperal decidity sus poorness of blood

It is the only preparation which never causes constipation, and can be borne by the most delicate stomachs. NERVOUS HEADACHUS, NEUBALGIA, INSTANTA-NEOUSLY CURED BY GRIMAULT'S GUARANA. A vegetable Brasilian substance, entirely innocuous.

INTERNAL OR LOCAL NEW CURA IVE AGENT, MATIJO. GRIMAULI & CO., PARIS.

This new remedy is prepared from the leaves of a Peruvian peoper shrub called alaric), and cures promptly and inadiable without any ear of inflammatory results. The great majority of Payalcians in Paris Bussia, Germany, and New York now use no other remedy.

GENERAL DEPOSITORIES.

In Paris, at GEIMAULT & CO.'c, Chemists, No 47
RUE RICHTLIEU
In New York, at M. M FOUGERA & VANDERRIEFT'S, WILLIAM Street
In Philadelphia at Phench, RICHARDS & CO. and
at every good chemists

VOX POPULI.

WRIGHT'S TAR SYRUP.

PRINCIPAL DEPOT. No. 771 South THIRD Stree Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bettle; \$5.00 for half-a-dozen.

The suddrsigned chizens take pleasure in cheerfull recome enough the use of Wright's Tar Syrap for coughs coles, consumption, whosping-cough, spotted fever, liver compaint, pains in the broast, bronchies, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and restriction of air vessels in the lungs, inflammation, and should be retained.

Charles H. Grahen, Sunday Mercury office.

James Nolen Agarer office.

William H. Carpenter, Fre Alarm and Police T graph. Fifth and a hemut streets.

A Bardolph Front and combard streets.

James W. Ferrins No. 123 Charles street, in a. Davis No. 23 Gaski I street.

B. Charles No. 23 Gaski I street.

J. Gebloft No. No. 524 Franklin street.

J. Gebloft No. 83 No. 100 Staff street.

J. Gebloft No. 83 No. 100 Staff street.

J. Gebloft No. 83 No. 100 Staff street.

J. W. Howard, No. 11 Ock street.

M. C. Farriett No. 128 Samsom street.

M. Harsett, No. 142 Samsom street.

W. Harmes, No. 23 No. Fourth street.

T. M. Catthy, No. 1.6 E reta's alley.

George Wison No. 23 Roce street.

W. F. Brooks, No. 69 North Second street.

M. J. Bassett, No. 119 Canal street.

S. Northour Rose Busileton.

Char es Regers, No. 23 Routh street.

R. T. Weiling on, Second and Quarry street.

W. J. Bassett, No. 119 Canal street.

S. Samnord, Opera Manager.

John Magnuns rear of No. 13 North Second street.

Mrs. S. R. Choate, Newark, Del.

Mr. William B. Wright:—

Mr. William B. Wright:—

Fig.:—We take pleasure in recommending your FTAR STRUP (of which we have already sold considerable quantities) as a most excellent and efficacious remedy for the complaints set forth in your printed bill already submitted to the public. As a virallying act to sufferin bunantly we will chermily recommend your preparation to all affected with diseases which it is designed to

Yours, etc.. Dilks & SON, Druggists, N. E. corner Pine and Sixth streets?

For sale also at
JOHNSON, HOLLOWAY & COWDEN 8,
DYOTT & CO's.
And all principal Druggless and Dealers.

The subscriber would beg leave further to say the a te prepared to ful orders and forward the Syrup t my part of the country. Persons destring other more attentive by mail will include a postage sizupp and answer ill be returned as soon as the exigencies of busines ill admit. Address

320 No 771 S, TBIED Street, Philadelphia, Pa. GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases for the Sprandy and Prama Sent Cure of all diseases arising from excesses in youth Physical and Servous Tebliffy, etc. etc. NO CHANGE OF DIET IS SECESSARY.

They can be used without describe, and never fail to effect a Core, if used according to instructions.

BELL'S SPECIFIC PILLS, Price One Deliar per Box, or Six Boxes for Five Del lars; also, Large Boxes, containing Four Small,
Frice Three Bollars.
From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a single box.
In Chrome Cases, where Nervous Prostration has affected the system.

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvenating and Invigerating Hemedy in the world. A Package Fice Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debitity. BELL'S EXTERNAL REMEDY. BRILL'S EXTERNAL REMEDY,
Price Two Dollars, sufficient for a month, can be use
to good advantage.
It gives Strength to the system and, with the Pilla,
will effect a complete Restoration.
A Pamphlet of 100 pages, on the ERRORS OF YOUTH,
designed as a Lecture and Caution to Young Men, sent
tree, Ten Cents required to pay postage.

If you cannot purchase Bell's Specific Remedies
of your Dinggist, take no other, but send the money
direct to

DR, JAMES BRYAN, Consulting Physician,
And you will receive them by return of mail post-pard,
and free frem observation.
For sale by DYGTT & Co., No. 232 N. SECOND

WAR DEPARTMENT, SURGEON-GENE-WASHINGTON, D. C., August 10, 1866
An Army Medical Board, to consist or Brovet Colonel J. B. Brown, Surgeon, U. S. A., President; Brevet Lieutenant-Colonel H. R. Wirtz, Surgeon, U. S. A.; Brevet Lieutenant-Colonel Anthony Heger, Surgeon, U. S. A.; and Brevet Major Warren Webster, Assistant Surgeon, U. S. A., Recorder, will meet in New York city on the 20th of September, next, for the examination of candidates for admission into the Medical Staff of the United States Aimy.

Applicants must be over 21 years of age, and physically sound.

Applications for an invitation to appear before Applications for an invitation to appear before the Board should be addressed to the Surgeon-General, United States Army, and must state the full name, residence, and date and place of birth of the candidate. Testimonials as to character and qualifications must be inrushed. If the applicant has been in the face should be stated, together with his former rank, and time and place of service, add testimonials from the officers with whom he has served should also be forwarded.

No allowance is made for the expenses of persons undergoing the examination of the indispensable prerequisite to appointment.

There are at present sixty vacancies in the Medical Staff, forty-six of which are original, being created by the Act of Congress approved July 28, 1868.

Silsmw29t Surgeon-General, U.S.A.

FOR SALE STATE AND COUNTY RIGHTS

of Capewell & Co.'s Patent Wind Guard and Air
Heater for Coal Off Lames: R provents the Chinneys
from breaking. This we will warrant Also saves enethird the oil Cuti and see them they cost but to conts.
No. 203 BACW Street, Philadelphia. Sample sent to and
part of the United States, on receipt of 77 cents 3 18